HERE and THERE

A "Smithy" Memory : Hanworth
Appointment : D.H. Progress :
Industrial X-Rays

Resourcefulness Recognised

AFTER two years, Capt. P. G. Taylor, the late Sir Charles Kingsford Smith's navigator, has been awarded the O.B.E. in recognition of resourcefulness and courage of a very high order.

In 1935, Kingsford Smith and Taylor were flying Jubilee mails from Australia to New Zealand in *The Southern Cross*. When about 600 miles out over the Tasman Sea, engine trouble developed when one motor was already out of action. With the machine losing height, Taylor climbed out along the wing and transferred oil from the "dead" engine to the one showing signs of failing.

The Southern Cross was able to struggle back to Sydney after six such transfusions had kept her in the air for nine hours.

Capt. Taylor told in vivid detail the story of one of his flights with Kingsford Smith in a recently published book, *Pacific Flight*.

Air Comdre. Bigsworth for General Aircraft

IT is announced that Air Commodore A. W. Bigsworth, C.M.G., D.S.O., A.F.C., R.A.F. (Rtd.), has joined General Aircraft at Hanworth.

Air Commodore Bigsworth entered the Royal Navy in 1909 and was among the first ten naval officers who took up flying in 1912. On May 17, 1915, he was stationed at Dunkirk, holding the rank of Flight Commander. When the Zeppelin L.Z.39 passed overhead Bigsworth, in an Avro 504 seaplane, climbed above it and chased it to Ostend, where he dropped four 20 lb. bombs successively along its back. The airship made her shed at Evere with one dead officer and several wounded men in the gondola, the starboard aft propeller gone, and five gasbags damaged. Air Commodore Bigsworth is also said to have been the first airman who destroyed a submarine with bombs.

Rising in the R.A.F. after the war, he was Director of Equipment at the Air Ministry from 1931 until he retired in 1935.

D.H. and Big Figures

A RESOLUTION to increase the company's capital to £1,200,000 was carried unanimously at an extraordinary general meeting of De Havilland shareholders last Monday.

The Chairman (Mr. T. P. Mills, in the absence of Mr. A. S. Butler) said that the company had nearly £4,000,000 worth of work on hand—enough to keep aircraft, engine and airscrew divisions fully occupied for a very considerable time.

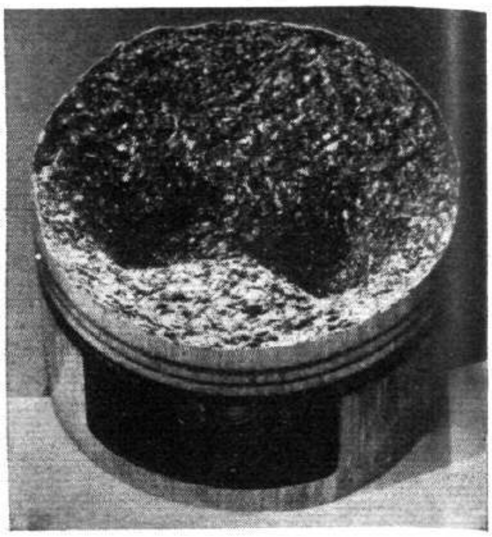
"It is obvious," said Mr. Mills, "that immense developments will continue to take place in air transport and that the scope for aviation in this direction is as great as, if not greater than, its war-like applications."

He stressed that the company's growth had been on the simplest lines, there never having been, for example, any debentures, preference shares, bonds or notes of any kind. He recalled that of the present seven directors, no fewer than five were the original five mainly interested in the present company's formation in 1920, when the capital was £50,000.

The Analytical Eye

AN application of X-rays of particular interest to the aeronautical industry is that of examination of light alloy parts, either photographically or by direct vision. Interior casting and working defects, such as blow-holes, immediately become visible, and the test-piece is not destroyed.

Commercial X-Rays, Ltd., who for over thirteen years have run a mobile X-ray medical service, have now started a new service for engineers who need reports upon metal parts of all descriptions. The examination is inexpensive and takes a matter of hours only. The time must come when all large engineering concerns, particularly in the aeronautical world, will have either their own apparatus (which Commercial X-Rays can supply) or, depending upon the nature and amount of work, an outside inspection arrangement such as that described. The firm's laboratories are at Power Road, Chiswick, London, W.4.



TESTIMONY TO TOUGHNESS. This aircraft piston, made of RR59 "Hiduminium," one of the group of nickel-aluminium alloys produced by High-Duty Alloys, Ltd., of Slough, tells the tale of a broken valve. The valve hammered the crown for half an hour while the pilot sought a landing place. In spite of the fact that craters 2in. deep were formed, the crown did not collapse.

Geodetic Overloading

READERS may have been puzzled by the gross weight figures for the Vickers Wellesley published in *Flight* last week, which gave the normal gross weight as 10,900 lb. and the overload gross weight as 10,500 lb. The latter figure was a printers' error and should have read 12,500 lb.

Blackburn's Year

THAT the original Leeds factory had been re-opened and was already materially relieving the pressure at the Blackburn Company's main factory at Brough was reported at the annual general meeting held last week. The chairman, Mr. Robert Blackburn, said that the year's profit of £120,480 reflected a very large increase in business, and with the completion of the Leeds factory and that on the Clyde, operated in conjunction with William Denny and Bros., Ltd., further substantial increases in output could be anticipated.

Mr. Blackburn remarked that under the agreements which were in force between the industry as a whole and the Air Ministry, profits were strictly limited to a reasonable percentage of turnover. He wished to emphasise that point, as he believed that a great deal of harm had been done to the industry by the popular idea that aircraft companies were making unreasonable profits out of the expansion programme.

Expansion Extraordinary

ONLY twelve months ago the firm of Northern Aircraft and Engineering Products, Ltd., started work with a capital of £300. To-day they have orders on their books to the value of tens of thousands of pounds, are employing nearly 200 men, and can show a year's turnover of £9,000.

The nature of the work at present in hand is the manufacture of sheet metal fairings and cowlings, and among the larger jobs are Armstrong Whitworth Whitley engine cowlings and Ensign fairing rings. The Fairey Battle, Blackburn Shark and Airspeed Oxford utilise many parts made by this company, such as bomb doors, instrument mountings and fairings.

Seats and boxes for the Avro Ansons are further products, and large orders for cadmium plating and anodic treatment are being undertaken.

The works are at Jordan Street, Knott Mill, Manchester, 15.

Piston Multiplicity

A MOST ambitious catalogue of Hepolite pistons, rings and liners has been produced by Hepworth and Grandage, Ltd., St. John's Works, Bradford. Until one sees such a list it is scarcely possible to credit that a single firm can offer so many slightly differing products.